AFFAIRS OF THE RAILWAYS.

Ohio River Traffic Association. CHICAGO, Aug. 15 .- At a meeting of the Ohio River Traffic Association to-day, the lines interested in business between Chicago and Cincinnati, Louisville and Indianapolis agreed to restore rates on passenger traffic between those points to the tariff in effect last April. These rates became demoralized through a passengerrate war in which the Panhandle and the Monon were principally interested, and all attempts to bring about an adjustment of the differences between the roads have been futile until the present time. The restored rates, which are to go into effect Aug. 25, are: Chicago to Indianapolis, unlimited tickets, \$5.50; limited, \$5; round trip, \$7.30. Chicago to Louisville, unlimited, \$9; limited, \$8; round trip, \$12. Chicago to Cincinnati, unlimited, \$8.80; limited, \$8; Pound trip, \$12.

Personal, Local and State Notes. The Illinois Central in July was off in its sarnings, as compared with July, 1887, \$120,-

The Railroad Gazette reports 3,0091 miles of new track laid in the United States in the first Bix months of 1888.

The nineteenth annual convention of the Car and Locomotive-painters' Association will be beld in Cleveland, O., Sept. 12 to 14.

Two locomotive engineers of Danbury, Conn., have invented a new system of heating trains with not air carried directly from the locomotive. Passenger rates from San Francisco are off \$15 over the Southern lines, and an east-bound pass-enger-rate war out of San Francisco is imminent.

The Mexican National railway will be opened for business on Nov. 1. It will then take an Indianapolitan sixty-two hours to make the run to the City of Mexico. The Bee-line, which in years past has paid lit-

tle attention to shipments to Toledo and Sandnsky, has just put in force a tariff from points on their lines to the lake points named. On the first of next month the Ohio, Indiana & Western will remove their ticket office, now located under the Spencer House, on South Illinois street, to Rooms 42 and 44 Jackson place.

The Pennsylvania special, No. 20, yesterday afternoon made the run from Indianapolis to Richmond in seventy-three minutes, distance sixty-six miles, stopping for three railroad erossings.

The roads in the Central Traffic Association are seriously considering throwing off sale round trip tickets between all important railroad centers, so apt is the returning part of the ticket to fall into the hands of the ticket-scalp-

The Vandalia has been asked to put on Sunday trains, one each way, between Terre Haute and South Bend. It is hardly probable that it will be done, as President McKeen is desirous of having as little Sunday work on the road as pos-

The general passenger agents of the roads doing the business between Cincinnati, Louisville, Indianapolis and Chicago, have, after three months of carrying business at half rates, concluded to advance passenger rates to the old tariff on August 25.

Charles Russell, of the J., M. & I. road, who lost a leg under a car-wheel July 30, has been paid \$1,000 by the Brotherhood of Brakemen, of which association he was a member, this association paying that sum as an indemnity when one of their number loses a limb.

The Mexican National railroad is asking Northern car manufacturers to bid on both freight and passenger equipments for their line. The road has already contracted with the Pullman works for twenty sleeping cars, to run be-tween the City of Mexico and Laredo.

President Benedict, of the Chicago & Atlan-tic, says that there is no truth in the report that the C. & A. is to be gathered in by the Atchison, Topeka & Santa Fe. The Eric company is the one which should by all means con-trol the property by lease or purchase, and is in a fair way, it is stated, to do so before two years

Superintendents of Western roads have been notified that on the centennial occasion at Columbus, O., next month, no excursions train will be allowed to run into the Union depot at Columbus, but such trains must be stopped at the freight depots of the respective roads, where the baggage of excursionists will, as well, be

In railroad circles a belief prevails that the Canadian Pacific people are figuring to secure control of the Wabash road from Detroit and Toledo to St. Louis, and this causes the sharp advance in the Wabash stock of late. That the two roads are to enter into some sort of a traffic agreement is not denied. This will give the Camadian I acific a route to reach the Southwest.

At the Pullman car-works, in Detroit, they are building an improved sleeping coach; among other things, in furnishing water for drinking and washing purposes. Under each car are four tanks, two holding cold, one hot water and the fourth compressed air. The compressed air forces the water to the toilet-rooms, and also drinking water, which is cooled by passing

The old New Albany rail-mill, which was converted a few months ago into structural iron-works, is so pressed with orders that they are working double turns. The management of the Indianapolis steel-mill now see that it was a mistake that they did not build to manufacture beavy structural iron-work. It is quite proba-ble that this mill yet will be converted into a mill of such a character.

The taking off of the limited trains between Chicago and Missouri river points is a serious blow at the Indianapolis, Decatur & Western and the Obio, Indiana & Western, as it will force them to run their trains out of here at noon instead of 3:45 P. M., to make connections west with the Kansas City night trains. The last few months both of these roads have profited through the fast limited trains of the Chicago & Alton and the Wabash, making close connections with them.

A passenger-rate war between the Bee-line and the Pennsylvania and Vandalia has been imminent for some weeks, and it really now looks as if it was near at hand. The Vandalia made a rate of \$4 with \$1 rebate from St. Louis to Indianapolis, good for three days, the Beeline people say, without consulting them, and now, in retaliation, the Bee-line makes a \$3 rate, Indianapolis to St. Louis, good for five days. Passenger men are of the opinion that this is the entering wedge for a lively rate war between the two lines named.

Officials of the Bee-line are looking about to ascertain how it is that they show a deficit in earnings of \$90,000 in July against the earnings of the corresponding period in 1887. The billing shows that from most stations as large a tonnage was carried this year as last. There would seem to be but little trouble in finding the leak, or a portion of it at least. It is in hauling live stock from Indianapolis to Buffalo at five cents per 100 pounds, and dressed meats from St. Louis to New York at figures that will hardly pay for the ice that is used in the refrigerator-

The large tonnage of anthracite coal coming West over the Lake Shore, the Michigan Ceatral and the Bee-line was alinded to in the Journal a few days ago. In commenting on this business, the Philadelphia Record of the 14th says: "The Reading enjoys almost a monopoly of the Western demand, and this has increased to a phenomenal extent. The transportation of the Western tonnage has been diverted, it is said, from the Pennsylvania to the Vanderbilt lines after leaving the Reading system. This, if true, would tend to confirm the theory that the Vanderbitts are really the great money power that has enabled Mr. Corbin to wield so much influence."

The chief occupation of Western railway of-ficials for the last ten days has been the patching up of agreements to restore tariffs in some directions and not to cut in others. "If railway managements would honestly agree not to cut in any direction, and faithfully live up to their promises," said a railroad official yesterday, they would serve the interests of both their stockholders and the business public more advantageously than by slashing rates one week and restoring them the next. Cutting rates also destroys confidence in the integrity of freight officials, and leads the average shipper to believe that when rates are restored after a fight among competing lines he is the victim of a conspiracy, and as a result he appeals to the State Legislatures for legislation to protect him."

Miscellaneous Items.

In all, fifty-five suits have been begun in Iowa against railroads doing business in that State in riclation of the Railroad Commissioners' tariff

The business of the United States Express, on their new line, the Louisville Southern road, is developing very satisfactorily, and bids fair to be a large-paying route.

The United States Express Company, which seems to be fast increasing its territory, has se cured an exclusive contract with the Chattanooga, Rome & Columbus road. The Chicago, Milwaukee & St. Paul has se-

cured running rights over the Red River Valley road and will build to the boundary of Manitoba thus getting a share of the grain traffic from The C. B. & Q. people propose, in connection with the Winona & Southwestern and the

sissippi at Winona, to be used jointly by the three companies. The New York, Ontario & Western Railroad | ka. \$800; W. Mas. Company has notified the Chicago & Alten com- Ash street, \$180.

Green Bay road, to build a bridge over the Mis-

pany that it would resume the sale of its tickets to-day. This removes another of the boycotting Eastern roads which refused to handle Alton tickets because it refused to abolish commissions

The attitude of the Louisville & Nashville and the Kansas City, Memphis & Birmingham roads toward the Southern Rate Association attracts attention, and the inauguration of a rate war at any day would not be a surprise. Judge Brewer's decision in the case pending

against the Iowa Railroad Commissioners and

involving a permanent injunction against the

new schedule of rates promulgated by them will not, it is stated, be given before Nov. 1. Some of the trunk lines want rates on anthracite coal shipped West advanced, but the Penn-sylvania Company is said to favor letting well enough alone rather than incur the possibility of checking the demand, which thus far this season has been unprecedentedly heavy.

In commenting on the manner railroad commissioners are prone to treat railroads, the New York Shipping List says: "A comparison of transportation methods and facilities to-day with those of ten years ago shows how impossible it would have been to enforce any restrictive legislation based upon the conditions then understood. It is equally impossible to apply arbitrary legislation now to a railroad system the growth and development of which are be-youd our comprehension. The manacles of ar-bitrary restrictive legislation applied at any earlier stage would have deprived us of all that is best in the advanced system of to-day."

DAILY WEATHER BULLETIN.

Indications. WASHINGTON, Aug. 15.

For Indiana, Illinois and Missouri-Local rains; local storms in the northern portions; cooler, except nearly stationary temperature in southeast portions; winds generally northerly. For Tennessee and Kentucky-Local rains; nearly stationary temperature; variable winds, generally southerly.

For Michigan—Rain and local atorme; slight-

ly warmer; variable winds.

	Indianapolis, Aug. 15.									
Time.	Bar.	Ther.	R. H.	Wind.	Weather	Prec				
7 A. M 2 P. M 7 P. M	30.01	87	45	South Swest South						

Maximum thermometer, 91; minimum thermometer. 66.
Following is a comparative statement of the condition of temperature and precipitation on Aug. 15,

Normal.... Departure from normal..... Total excess or deficiency since Aug.1 -15 Total excess or deficiency since Jan. 1 -523

General Observations.

WASHINGTON, Aug. 15, 7 P. M.

Station.	Bar- ome- ter.				Pre-	Weath'r	
Batton.		Exp. Max Min.			tat'n		
New York city Buffalo, N. Y	30.04	80	88 74	66		Fair.	
Oswego, N. Y	29.96	74	80	66	T	Cloudy	
Philadelphia, Pa.		80	88	66		Cloudy	
Parkersb'g, W.Va	29.98	82 84	88 92	58		Cloudy Fair.	
Washington, D.C.	30.06	80	90	66		Clear.	
Lynchburg, Va Charlotte, N. C	$30.12 \\ 30.16$	84	100			Clear.	
Charleston, S. C.	30.20	80	88			Clear.	
Atlanta, Ga		84	88	70		Fair.	
Jacksonville, Fla. Titusville, Fla	30.16 30.12	76 82	86			Cloudy Clear.	
Pensacola, Fla	30.08	82	84	72		Cloudy	
Montgomery, Ala Vicksburg, Miss	29.90	82 72	92			Cloudy Rain.	
New Orleans, La.	30.02	74	76	72	2.50	Fair.	
Shreveport, La	29.88 29.88	78	88			Cloudy	
Fort Smith, Ark. Little Rock, Ark.	29.96	88	94	72	т	Clear. Fair.	
Galveston, Tex Palestine, Tex	29.90	84	-88	78		Fair.	
Abilene, Tex	29.86 29.76	90	90			Fair. Clear.	
Ft. Elliott, Tex	29.72	86	92	62		Clear.	
San Antonio, Tex	29.82 29.88	90	94	70		Fair.	
Brownsville, Tex. El Paso, Tex	29.68	82 90	90			Clear.	
Ft. Davis, Tex	29.76	82	. 88	64	.02	Cloudy	
Chattan'oga, Tenn Memphis; Tenn	30.08	86 76	90	72		Clear.	
Nashville, Tenn	30.04	90	94			Fair.	
Louisville, Ky	30.00		92	66		Clear.	
Indianapolis, Ind Cincinnati, O	30.00	84	92 92			Clear. Fair.	
Cleveland, O	29.98	80	84			Cloudy	
Toledo, O	$\frac{29.98}{29.90}$	80	84 70	66		Cloudy	
Marquette, Mich.	29.90	58	62	52		Cloudy	
Ft. Rawlins, W.T.		64	58		2.50	Cloudy	
S.Ste. Marie, Mich Chicago, Ill	29.90	78	84	66	.02	Cloudy	
Cairo, Ill	29.98	86	90	70		Fair.	
Springfield, Ill Milwaukee, Wis La Crosse, Wis	29.94 29.88	82 72	88	64	.02	Clear. Cloudy	
La Crosse, Wis.	29.88	70	74	64	.40	Cloudy	
Duluth, Minn St. Paul, Minn	29.86 29.88	68	72 78	56 60	7	Cloudy Rain.	
Moorehead, Minn	29.90		72	48	T	Rain.	
St. Vincent, Minn	29.76 29.90	70	76			Clear.	
Keokuk, Ia Davenport, Ia	29.84		88 86	68		Clear.	
Dubuque, Ia	29.84	76	80	66	.16	Fair.	
Des Moines, Ia St. Louis, Mo	29.80 29.94		88 90	69		Fair. Clear.	
Springfield, Mo	29.90	80	88	66		Clear.	
Kansas City, Mo.	29.84 29.82		90	72		Fair.	
Ft. Sill, Ind. T Dodge City, Kan.	29.72		100	68		Clear.	
Witchita, Kan	29.72		96	78		Clear.	
Concordia, Kan Omaha, Neb	29 64 29.80		100	68	• • • •	Clear. Fair.	
North Platte, Neb	29.92	66	72	62	.01	Rain.	
Valentine, Neb Yankton, D. T	30.00 29.88		64 76	60	.26	Cloudy	
Ft. Sully, D. T	30.00	62	62	58	.34	Cloudy	
Huron, D. T	29.98		64		.36	Rain.	
Bismarck, D. T Rapid City, D. T.	29.94 30.00		72 62	56	.02	Fair.	
Ft. Buford, D. T.	29.90	68	72	48		Fair.	
Min'edosa, N.W.T P. Arthur's L'd'g			66	40		Clear. Fair.	
Qu'Apelle, N. W. T	30.00	66		46	.02	Cloudy	
Ft. Custer, M. T.	30.02	66	66	54		Fair.	
Helena, M. T. Boise City, I. T. Cheyenne, Wy. T.	29.90 29.78		70 84	50		Clear.	
Cheyenne, Wy. T.	29 98	56	60	50	.30	Cloudy	
Pt. Washakie, Wy Denver, Col	30.06	54 66	56		.68	Cloudy Fair.	
Pueblo, Col	29.72	76	78	60	.02	Fair.	
Montrose, Col	29.82	66	72	56	.36	Fair.	
Santa Fe, N. M Salt Lake City	29,90	64	78 78	56 56		Cloudy Rain.	
m m		-					

T-Trace of precipitation.

They Were Justly Ponished. A fight, instigated by two Democratic roughs. occurred yesterday, on the Rushville excursion train. Two brothers by the name of Pea, it is said, got on the train at Rushville, and before long began to hurrah for Cleveland. Seeing that their only object was to raise a fuss, no one paid any attention to them, and at last they resorted to other methods, and began tearing the badges off some of the passengers. One young man resented, and the two roughs then began pounding him over the head with loaded canes. Then a young man named James Wright stepped up and dealt one of them a terrific blow in the face, tearing open the cheek and causing the blood to flow freely. Wright then turned upon the other, and catching him in his arms carried him out of the car and threw him to the ground. The train was slacking up at the time at a water-tank. Pea was picked up and carried to the platform, and before the train started he revived somewhat; but the train pulled away, leaving him and his brother there, sadder, but wiser, men. Young Wright is a painter at Rushville. He is a small

man, but very active and strong.

Run Into a Passenger Car. There was a narrow escape yesterday afternoon from a serious railroad accident within a stone's throw of the Union station. As the Van dalla limited express neared the station, running ten miles per hour, an Ohio, Indiana & Western freight cut of sixteen cars came from the east over the outside track. It was handled by careless train men and was moving quite rapidly for a freight in the city lumits. Before it could be checked it struck the third coach of the limited train and badly damaged it. Although there were forty-two passengers in the coach, but three were injured, and those slightly. Those who witnessed the shock expected to find a number of persons badly injured, so severe was the shock.

The Water Investigation.

The Health Board will not fairly begin its investigation into the charges preferred against the water company for a day or two yet. Another meeting was held yesterday at Secretary Earn's office, and the members of the board decided to make a personal inspection of the plant of the company before they begin taking evi-dence. The water company asked permission to have an attorney present at the investigation to cross-examine witnesses, but the privilege was refused, the board claiming that the investigation was not for the information of the com-pany, but the board itself. However, all witnesses the company may present will be ex-

Building Permits. The following building permits were issued yesterday: Ada Bokeloh, frame cottage on Lexington avenue, near Reid street, \$800; same, frame cottage on Spann avenue, near Linden street, \$800; T. C. Strangmeirer, improvements at No. 1 English avenue, \$500; John Tromboldt, frame cottage on Hendricks street, near NebrasBETHANY PARK LECTURES.

The Lives of Garfield and Jefferson as Viewed by Two Distinguished Speakers.

The Rev. Frederick D. Power delivered his lecture on James A. Garfield, yesterday morning, at Bethany Park, to a large and appreciative audience assembled in the grand tabernacle. He commenced his eulogium with the words, "The sorrow of a single summer in the hearts of the Republic still lingers. Numbers of sad people yet come to the church James A. Garfield attended in Washington, read the tablet on the pew he occupied, and turn sadly away." "This is not because of his position or his wonderful career," said the lecturer, "so much as of his worth as the highest type of manhood—a Christian man. Garfield's glory lay in the fact that he was a man of conscience—Christian conscience. Men are more easily guided by glory than by conscience, but the readiest way to secure the perpetual homage of the masses is to be governed by conscience nurtured by Christian influence. Prayer is a force which only heaven and eternity will reveal. The sublimest heroisms of life are many times the simplest. Faith in Christ and obsdience to his commands, with no creed but the Bible, are the distinctive features of the people known as the Disciples of Christ." At a meeting of Bethany Assembly directors, after dinner, the official board for the coming year was made to consist of the following named gentlemen: President, L. L. Carpenter, of Wabash county; secretary, Simeon Frazier, and treasurer, Amos Clifford, both of Marion county. The superintendent is H. C. Hodges, of Morgan

At 2:30 o'clock, after the singing of the hymn commencing, "God bless our native land," sung at the request of the orator, ex-Gov. Porter delivered his lecture on Jefferson and Hamilton. He first made a few feeling remarks about ex-President Garfield, with whom he was well and intimately acquainted, and of whom he had many pleasant recollections. No other man, he said, has held the three honorable positions of member of the national House of Representatives, a United States Senator and President of the United States at the same time but James A. Garfield. In his description of the early life of Thomas Jefferson, Mr. Porter spoke of him as a red-headed boy, very fond of playing the fiddle. When a young man he was jilted by the girl he loved, though he was the heir to large estates. heir to large estates, which were much increased by marriage at the age of twenty-nine. Although rich, he afterward became the advocate democratic institutions, while Alexander Hamilton, who was reared in poverty, became the advocate of aristocratic institutions. As a man to move others, there has never been a greater than Thomas Jefferson. Though himself unable to make a speech, yet he wrote the Declaration of Independence, a document which will be revered as long as the world stands. He resigned his seat in Congress and in the State Legislature in order to secure the abolishment of the entail law and the law of primo genitore, which were in vogue at that time in the State of Virginia. And he not only succeeded in bringing about this grand result but in establishing a system of common-- At night Elder Pritchard lectured on the "Old

Men of the Reformation.' At 11 o'clock this morning ex-chaplain Power, of Washington City, delivers his lecture on "Blockheads." This afternoon the State Sunday-school Association (which holds enough stock in these assembly-grounds to control Bethany Park) commences a two days' session. The president of the association makes the opening address at 2 o'clock. To-morrow at 11 o'clock is the last regular assembly lecture, by Robert T. Matthews, of Lexington, Ky.

Generous Druggists. At the last meeting of the board of managers of the Indianapolis Orphan Asylum a resolution was passed, at the suggestion of Drs. J. H. Taylor and F. C. Woodburn, requesting the drug-gists of the city to furnish the asylum with what drugs were necessary, free of charge. Yesterday the druggists were visited by Dr. Woodburn, and the following firms very generously agreed to furnish the institution with drugs for one year: J. N. Hurty, George W. Sloan, Browning & Son, Pomeroy & Huder, Ward Bros. and Frank Carter.

The asylum has a very fine medicine case, obtained through the efforts of Dr. Taylor.

OH! MY HEAD.

The pain from Neuralgia and its companion disease Rheumatism is excruciating. Thousands who could be quickly cured are needlessly suf-fering. Ath-lo-pho-ros will do for others what it did for the following

Williamsport, Ind., Oct. 3, 1897.

Having been afflicted with neuralgia for the past four years, and trying almost everything, but in vain, I finally heard of Athlophoros. After taking one bottle I found it to be helping me, and after taking four bottles of Athlophoros and one of Pills, I found that I was entirely well. I think the medicine is positively a sure cure.

CHAUNCEY B. REDDICK.

Mt. Carmel, Ill., Dec. 26, 1887.

I have used Athlophoros in my family and find it to be the greatest medicine for neuralgia in existence, and having had its fangs fastened upon me for the past 30 years I know whereof I speak. Mrs. Julia Chilton.

Send 6 cents for the beautiful colored pic-ture, "Moorish Maiden." THE ATHLOPHOROS CO. 112 Wall St. N. Y.

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work. Best of references. Address D., Journal office. WANTED-AGENTS.

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WANTED-TEN GOOD BRICKLAYERS AT Nashville, Tenn. Wages \$4 per day. Apply to W. G. BUSH & CO.

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FOR RENT. FOR RENT-ROOMS, WITH STEAM POWER.

BUILDING AND LOAN ASSOCIATION. TOTICE TO STOCKHOLDERS-THE ANNUAL meeting of the Star Building and Loan Association will be held at No. 70 East Market street on Wednesday evening, Aug. 29, 1888. Three directors are to be elected to serve for the term of three years. Polls open from 7 till 8:30 p. m.
WILLIAM HADLY, Preside
WM. J. KERCHEVAL, Secretary.

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Farragut Fire Insurance Company, New York.
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People's Insurance Company, Pittsburg, Pa.

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SHIDELER, D. B., Manager, 3 and 4 Blackford Bl'k The Equitable Life Assurance Company, the larg est company in the world.

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BOYS' CLASSICAL SCHOOL Thirteenth year opens Sept. 17. Prepares for all Colleges. Boys of eight received. Send for Catalogue. T. L. Sewall, Indianapolis, Indiana. MISS MARY E. STEVENS'S BOARDING AND Day School, 202 and 204 W. Chelten avenue, Germantown, Phila., begins its 20th year Sept. 21, 1888. "Approved" and "authorized" by Bryn Mawr College to prepare students for its entrance examinations. Pupils pass these examinations in this school. JOHN'S MILITARY SCHOOL

MANLIUS, N. Y. Civil Engineering. Classics. Business.
RT. REV. F. D. HUNTINGTON, President.
LT. COL. W. VERBECK, Superintendent.

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C. & E. W. BRADFORD, SZ

LYON, 477 North Pennsylvania street.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION

THE CIGAR FOR AN American Fire Insurance Company, of Philadelphia

On the 30th Day of June, 1888. Located at 308 and 310 Walnut St., Philadelphia, State of Pennsylvania. The amount of its capital is..... The amount of its capital paid up is..... THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... \$155,017.70 232,695.13 Real estate unincumbered..... Bonds owned by the company, bearing interest at the rate of - per cent., as per schedule filed, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts otherwise secured. 981,659.52 888,739.50 64,710.37 Debts for premiums,....

All other securities..... 7,253.34 LIABILITIES. Losses adjusted and due..... \$5,733.37 54,200.72 84,260.11 1,388,460.68

Total liabilities...... \$1,564,892.25

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 31st day of July, 1888.

BRUCE CARR. Auditor of State.

The greatest amount in any one risk, \$30,000.

State of Indiana, Office of Auditor of State.

[OFFICIAL] COPY OF STATEMENT OF THE CONDITION

AMERICAN FIRE INSURANCE CO

On the 30th day of June, 1888.

Located at No. 146 Broadway, New York City. The amount of its capital is..... The amount of its capital paid up is..... THE ASSETS OF THE COMPANY ARE AS FOLLOWS: \$107,123.67 lows, market value: \$300,000 United States bonds, 4 per cent...
\$100,000 United States bonds, 4 per cent...
\$25,000 West Shore Railroad Company, 4 per cent...
\$30,000 Lake Gas Company, 6 per cent...
\$50,000 Delaware & Hudson Canal Company, 7 per cent...
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance. 53,750.00 Debts otherwise secured..... Debts for premiums..... All other securities.....

Total assets \$1,258,123.09 . LIABILITIES. \$25,640.93 Losses unadjusted..... 236,145.56 Total liabilities..... \$274,622.95 State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 1st day of August, 1888.

BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION

Ohio Farmers' Fire Insurance Company

On the 30th day of June, 1888. Located at LeRoy Medina County, O. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons

Real estate unincumbered.... Bonds owned by the company, bearing interest at the rate of 4, 5. 6 and 7 per cent., secured County and municipal.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance. 73,502.53 806,506.01 26.500,00 Debts otherwise secured..... 274,799.94 Debts for premiums..... All other securities..... Total assets..... \$1,383,796.79 LIABILITIES:

State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 31st day of July, 1888.

[BRUCE CARR, Auditor of State.

Losses unadjusted..... Amount necessary to reinsure outstanding risks.....

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION OF THE UNITED STATES BRANCH OF THE

and London and Globe Insurance Co On the 30th Day of June, 1888.

Located at No. 45 William Street, New York City. Home Office-Liverpool, England. H. W. EATON, Resident Manager. THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... Real estate unincumbered...
Bonds owned by the company, bearing interest at the rate of — per cent., secured as follows, 1,450,000.00 2,008,125.00 Mississippi 4 per cent. bonds.

City of Richmond 8 per cent. bonds.

City of Boston 5 per cent. bonds.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

1,758,250.00 Debts otherwise secured..... 14,380.00 407,596.56 Debts for premiums..... All other securities..... LIABILITIES.

State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indians, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 31st day of July, 1888.

[REAL.] BRUCE CARR, Auditor of State.

The greatest amount in any one risk, \$75,000.

[OFFICIAL] COPY OF STATEMENT OF THE CONDITION

--- OF THE ---UNION MUTUAL LIFE INSURANCE CO

On the 30th Day of June, 1888. Located at No. 396 Congress Street, Portland, Me. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in banks..... Cash in transit June 30 (since received)..... 1,304,009.41

\$62,184.15

68,031.24 Government bonds..... Bank stocks.

Market value stocks and bonds over cost.

Loans on bonds and mortgages of real estate.

Debts otherwise secured, bills receivable, collateral loans and loans on policies...... 210,619.25 Debts for premiums..... 512,388,00 191,071.45 All other securities..... Total assets...... \$5,931,791.09 4,537.90 Losses in suspense, waiting for further proof All other claims against the company.

Amount necessary to reinsure outstanding risks, American experience 4 2 per cent., estimated 5,293,200.00 Total liabilities..... \$5,361,139.46

State of Indians, Office of Auditor of State. I, the undersigned. Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL] In testimony whereof I hereunto subscribe my name and affix my official seal, this 31st day of BRUCE CARR, Auditor of Smith INDIANAPOLIS, IND. ZEL | [SEAL] In testimony 1868.

The greatest amount in any one risk, under present rule, \$20,000.